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"THERE'S NOT A
HEADACHE
IN A
WHOLE CASE!"

A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY.

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P.O. Box, 38. Telephone No. 12.

MARRIAGE.
On the 22nd February, at the Holy Trinity Cathedral, Shanghai, by the Rev. C. J. F. Symons, R.A., Francis, son of the late FREDERICK L. S. SCHWYZER, of Zurich, Switzerland, to ERIEL LOUISE (DOLLY), youngest daughter of J. A. STEWART, Shanghai.

DEATH.
On the 22nd February, at 155, Bubbling Well Road, Shanghai, ARTHUR ALEXANDER LAMMERS, GRAY BUTLER-HARMANSON CLONBROUGH, aged 58 years.

The Daily Press.
HONGKONG OFFICE: 14, DES VUEX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 27th FEBRUARY, 1904.
That Russia, like the engineer, has been hoist with her own petard in the struggle on which she is embarked, is pretty certain. This is shown by casual remarks gleaned from Russian and Continental papers, and by the want of preparedness in which the commencement of the outbreak of hostilities found her. In short, Russia was, as usual, playing the game which she has played so long and so successfully with other Powers. But in playing this game with an Oriental Power she forgot to make allowances, and has come to grief in consequence. She bluffed so high that, when the bluff failed, she was unable to retreat without a disastrous loss of prestige. Some of the home papers received by last mail confirm this view of the position. A telegram from Vienna to the *Sunday Special* says:—"It appears that up to a week ago the Russian 'diplomats' were absolutely certain that they could at any moment master the 'Corean question by making some trifling concession to the Japanese. But since Tuesday they are undeceived. They have discovered that Japan is determined on getting all her points, if necessary by force of arms. The effect of this awakening has been electric. Consternation best describes the feeling of the high Russian officialdom, which knows that Russia is caught, when just most im-

quately prepared, in a struggle that will be 'pregnant with incalculable possibilities.' 'No doubt everything will be attempted to get out of the impasse, but the fear here is that it is too late.' That fear was soon justified. The Japanese grow tired at length of Muscovite procrastination and pretence, and determined to force the issue. The Russians have themselves only to thank for their folly and marvellous want of caution. Practically the two Powers had been in a state of war for some days—each making the most strenuous preparations to be able to strike the first blow—before the Japanese attacked Port Arthur and destroyed a portion of the Russian fleet. It is almost inconceivable that a great military Power should have been caught napping in such a matter. It is stated that the officers of the garrison were gaily fooling it at a ball when the attack was delivered, and the 'sound of revelry by night' was again interrupted by the 'cannon's opening war.' If this really should be the case, it will show a blind carelessness and recklessness which even Anglo-Saxons would hardly be guilty of. Where were the night-patrols? Where the search-lights sweeping the harbour? Where the torpedo-boats? Evidently no precautions were taken, and the Russian officers were as much inclined to undervalue the enemy as British forces have ever done either in South Africa or elsewhere. For this want of knowledge and miscalculation there was surely no excuse. The Japanese proved first in their campaign against China and subsequently during the Boxer troubles, that in attention to detail and the plan of campaign they had little to learn from any Power, and that they would not easily be led into a trap. But Russia had seen without heeding, had heard without remembering, the result being that she by the practice of her peculiar diplomacy virtually compelled Japan, who had already announced the irreducible minimum of her demands, to take the initiative and 'let slip the dogs of war.' And having thus precipitated a terrible conflict, for which her aggressive policy is alone responsible, Russia whines and whimpers like a beaten bull about Japanese treachery and bad faith!

The actual state of affairs in Northern Corea, on which place all attention is now being concentrated, is practically impossible to make out. News by way of China is almost entirely cut off, and in Japan what little is known outside headquarters is either suppressed by the censorship or delayed. The latest information conveyed by the Anglo-Japanese Press is contained in the following paragraph from the *Kobe Chronicle*, which we therefore quote in full. Our contemporary says:—"We can only speculate on the destination of the troops now being 'transported in large numbers to Corea.' It is not impossible that the fleet which 'made the last dash at Port Arthur had 'previously been assisting in conveying the 'Japanese transports to some point in the 'north of Corea. The *Empress of India*, 'which arrived from Nagasaki late on 'Tuesday night [16th inst.], saw the 'transports crowded with troops leaving 'Nagasaki, and there is no doubt that transport from various points is rapidly in 'progress. In a few days we ought to 'know where the Japanese are landing, 'though it may be some weeks before they 'are in a position to make a forward move- 'ment. Meanwhile the foreign correspon- 'dents are being detained in Tokyo, and 'have no information as to when they will 'be permitted to leave the capital to join 'the army.' Telegraphic information adds nothing further to this.

The French Mail of the 26th January was delivered in London on the 25th inst.

The Amateur Dramatic Company will probably give two extra performances of *His Excellency* on the 11th and 17th March.

The Russian Ambassador, Count Benckendorff, left London for St. Petersburg last week. He is to hand the Tsar a personal letter of King Edward, wherein the latter assures the Tsar of his friendship.

The 33rd Burma Infantry Polo team will meet a Polo team, "Jardine, Matheson, Past and Present," on Monday next on the Polo Ground at 4 p.m. The band and pipes of the regiment will be in attendance.

The attempt to take a plebiscite in Shanghai on the fiscal question was a failure. Voting began on the 10th instant, and the boxes were opened last Saturday afternoon. The result was—
For fiscal reform 156
Against 11
Majority in favour of reform ... 145
The *N. C. Daily News* comments:—"There might be some reason for taking a vote like this in a British Colony like Hongkong; but there was, as the result shows, no reason for taking it in an International Settlement."

Viscount Yoshikawa has been appointed Japanese Minister for Home Affairs.

The German Agrarian Press is urging the recall of the Russo-German commercial treaty.

Russia has withdrawn from the St. Louis Exposition, no doubt owing to difficulties of transport of exhibits.

People in Hongkong who have to do with dirty bank-notes will be interested to hear that a chemist of Milwaukee, Wisconsin, who has been analysing paper money, discovered 96,000,000 bacteria in a single worn dollar certificate, on two others 34,000 and 6,000 respectively. He also discovered that an entirely new certificate contained 600 bacteria.

A Shanghai paper publishes the following wonderful telegram as a translation from an *Ostasiatische Lloyd* Berlin despatch:—"The Berlin Foreign Office has retorted the imputation of a Russian journalist, who was anxious to get a statement from that Office, that the responsibility of war was to be attributed to Japan; this imputation was declared to be as inadmissible as pedantic."

The Shanghai *Sincampo* states that a despatch has been received from North (Chinchon) reporting that a body of five hundred Chinese "Mounted Bandits," enrolled by the Russian authorities, while stationed at Dalny broke out into open mutiny the other day upon receipt of news of Russian reverses at Port Arthur and began plundering the town. This created a panic amongst the Russians in Dalny and would have ended seriously for them had not the leader of the Bandits been bought off by the Russians and a promise made to give a monthly sum of \$1,500 to the Bandits if they would keep quiet.

The Japanese armoured cruiser *Aikawashima* arrived at Woosung on the 19th inst. and anchored there. It was expected that the Russian cruiser *Mandjour* might leave that night, but she is still at anchor presumably, as we have no news to the contrary. In the French settlement it was suggested that the *Whangpoo* is an international river, and that no Power may object to the *Mandjour* remaining. The local Japanese opinion of the Russian's right to remain is decidedly adverse thereto. Mr. Yoshidawa, Consular assistant, admitted that "steps" were being taken to have her ordered out of the neutral port of Shanghai.

THE DALLAS COMPANY.

Another bumper house last night assembled to witness the production by this popular company of the musical comedy, *The French Maid*. The plot, as is usual in light comedies of this description, is not remarkable for its solidity, the play chiefly depending upon the humorous exaggeration of French life and the amusing situations in which the leading figures find themselves. The scene is laid in an hotel in an uncertain locality in France. There are found a British Admiral in quest of his wife, who is extremely embarrassed by reason of everybody making love to her; a British General, who does not seem to have much to do beyond acknowledging a long lost son; a Maharajah, resplendent in a highly-coloured turban; and a Jack Tar, who turns out to be the twin brother of the waiter. Mr. Percival Knight, who impersonated the waiter, was as usual, inimitable, his quaint drollery immediately putting him on good terms with the audience, his songs likewise being well rendered. Mr. Duncan Munro, as Jack Brown, the thug, filled the part admirably. Mr. Albert Rees took the part of Lieut. Fife, and showed up to excellent advantage in the love scenes, his songs being a special feature of the evening. Mr. Frank Cochran impersonated a gendarme. A pleasing item was introduced in "The Twins' Dust," by Messrs Knight and Munro, and the "French Maid." The last-named character was in the hands of Miss Alice Wade, and although possibly she found less scope here than in "A Chinese Honey-moon," her portrayal of Suzette was a decided success. Of the other parts, Lady Hawser, the man-killer, was entrusted to M. B. Borth Hunter, and Miss Walters took the part of Dorothy Travers. Mr. Haydn undertook the role of the Maharajah. Miss Grace Desmond was clever as a capricious and burdensome wife to the French waiter. The performance was a decided success.

By kind permission of Major Radcliff and officers, the band of the 33rd Burma Infantry will play at the Hongkong Hotel from 8 to 9.30 p.m. to-night:—

March:—"The Non-Com" Ord Hume
Overture:—"Tavernier" Rosini
Selection:—"Patience" Sullivan
Intermezzo:—"P.udent le Bal" Gillet
Selection:—"The Toreador" Ivan Caryll
Waltz:—"La Tosca" Bucchioni
Serenade:—"Love in Idleness" Macbeth
"God Save the King"

MENU.
Hors D'oeuvres
Omelette and Olive Croquettes.
SOUP.
Consomme a la Celestine.

FISH.
A la Regence.
ENTREE.
Pigeons Farci a la Parisienne
Filet of Beef and Grilled Tomatoes
Patties a la Toulouse.

CURRY.
Goa.
JOINTS.
Roast Turkey and Horse Radish
Roast Turkey and Cranberry Sauce
Boiled Leg of Mutton and Turnips.

COLD.
Chicken en Aspic
Cucumber Salad.

DESSERT.
Baked Coffee Custard
Raspberry Ice Cream and Finger Cakes
Apricot Tart
Tapioca Cake.
Coffee.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENTS.]

THE WAR.

BOLD JAPANESE MOVE— MARCH ON KIRIN.

London, 26th Feb., 10.50 a.m.
The Japanese have landed at Possiet Bay, south of Vladivostock, and have advanced to Hunchun, thirty miles inland. The troops are now marching on Kirin.

HUGE RUSSIAN REINFORCE- MENTS SAILING.

London, 26th Feb., 10.50 a.m.
It is stated that 45 Russian warships leave the Baltic in June.

JAPAN STILL COMMANDING THE GULF.

Tientsin, 25th Feb., 11.20 p.m.
The story of the loss of four Japanese battleships at Port Arthur on Wednesday last is discredited here. The Japanese fleet continues to command the Gulf of Pechili.

THE FOURTH TEST MATCH.

London, 26th February, 10.50 a.m.
ENGLAND'S START.
England has scored 207 for 7 wickets in the fourth test match against Australia, played at Sydney.

REUTER'S SERVICE.

THE WAR—RUSSIA KEEPS UP THE PRETENCE.
Russia has sent a Note to the Powers, charging Japan with a violation of the laws of nations at Port Arthur and Chemulpo.

Admiral Virenius's squadron, including the transports, has been ordered home.

MORE BRITISH ATTACHES TO JAPANESE ARMY.

London, 24th February.
In addition to Lieut.-Col. Sir William Nicholson and Col. James Haldane, a dozen officers of all arms are being sent to watch the Japanese operations at various points, under the direction of Lieut.-Col. Sir William Nicholson.

THE PENALTIES OF SECRET SERVICE.

London, 24th February.
A Court Martial on three Japanese, disguised as coolies, who were arrested in an attempt to blow up the Sungari bridge on the 21st instant, has revealed that the supposed coolies were Japanese colonel of engineers, a Naval torpedo-lieutenant, and a lieutenant of sappers, all belonging to the General Staff. The three officers were condemned to death and immediately hanged from the Sungari bridge.

RUSSIA'S PROTEST.

London, 24th February.
The Russian Note to the Powers declares that Japan's proceedings are an open violation of the laws governing the mutual relations of civilised nations, and after quoting what it describes as various flagrant breaches of international law, considers it is the duty of Russia to lodge a protest to the Powers, convinced that they will agree to Russia's attitude. Russia declares as invalid all orders and declarations arising from Japan's illegal assumption of power in Korea.

THE PORT ARTHUR FABLE.

London, 24th February.
A Russian official despatch states that a Japanese attack on Port Arthur has been repulsed, four Japanese battleships and two transports being sunk.

A RUSSIAN INSULT TO JAPAN.

London, 24th February.
M. Muraviev, the Russian Minister of Justice, in delivering the Venezuelan judgement, as president of the Hague tribunal, referred disparagingly to Japanese pretensions. The Japanese Minister objected to such remarks from an Arbitration Tribunal and has requested instructions from Tokyo.

REGIMENTAL SPORTS.

THE 33RD BURMA INFANTRY.
These sports were held at the Parade Ground, Kowloon, yesterday afternoon, the occasion being favoured by glorious weather. Officers for the sports were:—Lieut.-Col. R. G. Iremonger, president; Capt. S. R. Stevens, Lieut. W. H. Simpson, Jomadar Madat Khan, and Jomadar Kerpai Singh, executive committee; Lieut. B. E. Morgan, and Subadar Indian Icar Singh, Judges; Capt. S. R. Stevens, time-keeper; Lieut. H. W. F. Ricketta, starter. The course, on the red-sand ground, was marked out with chalk and pegged flags; there were four laps to a mile. The scene altogether was most picturesque, and unlike what one would expect in these parts. Numerous little tents, matsheds, etc., gave the scene quite a camping-out appearance, while the Indian spectators in their spotless white or vari-coloured turbans and costumes might have constituted a pilgrimage to Mecca. The principal stands were nicely set off with pot-planters. The Colonel and officers entertained all their friends most hospitably in the club's Bungalow, and during the afternoon the band of the regiment played the following selections:—
March:—"Constellation" Clark
Overture:—"Stradella" Florez
Selection:—"The Toreador" Ivan Caryll
Characteristic Piece—"A Jewish Chorus" Sabek
Selection:—"Three Little Maids" Rabens
Waltz:—"Valse des Fleurs" Techninsky
Serenade:—"Love in Idleness" Macbeth
Dance:—"Hungarian" Brahms
The pipes of the 33rd also contributed to the music.

Results were:—
LONG JUMP.—There were two entries for this event. Indian Singh won the first prize, his jump being 18 ft. 5 in. Harnam Singh second; Labh Singh third.

QUARTER MILE.—Recruits only. Five recruits faced the starter. Shan Singh, first; Bishan Singh, second; Sadhu Singh, third. Time, 1 min. 2 2/5 secs.

HALF MILE.—Indian Singh scratch; Jodi Singh, 20 yds.; remainder 40 yds. There were eight starters. Bagh Shah was an easy first, Indian Singh, in spite of his being scratch, came in second; Ganga Singh was third. Indian Singh covered the distance in 2 min. 9 secs.

PUTTING THE SHOT.—Sher Singh (31 ft. 6 in.) first; Wariam Singh second; Prem Singh third. 100 YARDS.—Final.—Indian Singh scratch; Narain Singh two yards. A good field started. Narain Singh was first; Mihal Singh second; Muhammad Abdul third. Time 11 1/5 secs.

HALF MILE.—Open to Native troops and police. Eight or nine started. Mihal Singh came in first (2 min. 2 1/2 secs.); Ismail second; Subha Singh third. All the places were taken by the police, the 110th Mahatta Light Infantry and the 114th Mahattas not having a look in. The 33rd Burma Infantry did not compete, though their men had done much better time in the third event.

QUARTER MILE.—Indian Singh scratch; Narain Singh five yards; remainder two yards. Seven started. Great amusement was caused by a cow running down the track to meet the competitors, hotly pursued by the starter. Mihal Singh had a good lead till within a short distance from home, when Indian Singh, the scratch man, challenged and passed him. Narain Singh, the 5-yard man, was third. Time 57 secs.

HIGH JUMP.—Natha Singh 3 inches. There were six competitors. Natha Singh won this event, his jump being 4 ft. 1 1/2 in.

HALF MILE.—Open to non-commissioned officers and men of His Majesty's Navy and Army (British Corps). Nine men faced the starter. Longman, 8th Co. R. G. A., was first; Catterall, 78th Co. R. G. A., second; Wood, 78th Co. R. G. A., third. Time, 2 min. 21 secs.

ONE MILE.—Indian Singh scratch; Jodi Singh 40 yds.; remainder 80 yds. Bagh Shah was first; Jodi Singh second; Mal Singh. Time from 80 yds. mark, 4 min. 52 secs.

100 YDS.—Open to officers of the Fleet and Garrison (two prizes). Three ran. Surgeon Woodratt, H.M.S. *Vengeance*, came in first. Mr. Royal, H.M.S. *Albion*, second. Time, 10 3/5 secs.

RELAY RACE.—One Mile.—One team per Company. A team consisted of four men, each of whom had to run a quarter mile. The first quarter mile was run by one of each team who, on completing his quarter mile, handed on a flag to the next member of the team. The team whose fourth runner reached the winning post first was adjudged the winners. A big field, and an interesting race. C. Company was first, E. Company was second. Time, 4 min. 1 sec.

At the conclusion Mrs. Iremonger distributed the prizes, mostly monetary. A very pleasant function terminated with "God Save the King."

CRICKET.

To-day being the "Off-day" of the Races, no regular match has been arranged on the ground of the H.K.C.C., but there will be a scratch game, commencing at 1.45, providing there are enough players on the ground at that hour.

FOOTBALL.

This (Saturday) afternoon, on the Happy Valley, the Hongkong Football Club will play H.M.S. *Albion* under Rugby rules. Kick-off at 4.15. The Club will play in stripes. The following will play for the Club:—

H. Arthur, full back; E. A. Whitmore, T. E. Pearce, Lieut. Cameron, R.A., and J. Thomas, three-quarters; J. P. Jordan and F. G. Cavanagh, halves; H. C. Sandford (capt.), E. R. Hallifax, P. W. Goldring, E. D. C. Wolfe, H. E. Rowley, Lieut. Storer, R.A., Lieut. Duncan, and H. P. Chard, forwards.

THE WAR.

THE PORT ARTHUR FABLE.

The extraordinary story which reached Hongkong on Thursday of four Japanese battleships and two transports having been sunk at Port Arthur (on some day not mentioned) has been thoroughly disproved. As it was taken from a Russian official telegram, it was received with mixed feelings locally; the general impression was that it could not be true, but might be an exaggerated account of a real disaster to the Japanese fleet. Happily this is not so. Our telegram published yesterday morning was the first to give the true story. The ships sunk were not battleships, but steamers filled with explosives, sent in purposely by the Japanese and intended to be sunk in the entrance of the harbour. The Russian gunfire seems to have sunk them—four in number—before their purpose was effected. So the scheme failed. But Japan has suffered little damage and will doubtless renew her attempt.

PORT ARTHUR ACTION.

A correspondent writes to the *Shanghai Mercury* from Newchwang on the 10th inst.:—"I have just arrived here by special train from Port Arthur, as there has been no other method of getting out of that port since the bombardment. On Tuesday no vessels were permitted to leave the harbour. The railway and telegraph lines are being used entirely for Russian service purposes. There are only four special correspondents here, myself, Reuter's, and two foreigners; one of the latter has been wounded. On Monday morning, the 8th inst., special orders were issued that all officers, petty officers, and men from the training-ships, stores-ships, and naval hospital, who are not incapable, are to be transferred to the fleet that were outside the entrance of the harbour. The harbour is closed nightly about midnight."

The town was roused by the firing of big guns, when I went out to the hill battery and found that five Japanese torpedo-boats approached within a half mile of the Russian fleet showing their lights; their funnels were painted the same as the Russian torpedo-boats and they used the Russian signals. They got quite close before they were discovered, and each picked out their ship and discharged their torpedoes, three of which took effect, striking the battleships *Tsarevitch*, *Retvizan*, and cruiser *Pallada*. All these vessels returned to the entrance of the harbour to prevent sinking in deep water.

Notwithstanding the continuous firing from the Russian ships and forts, four of the Japanese torpedo-boats managed to escape, whilst one was sunk and one deserted by her crew, as she was in a sinking condition and was afterwards captured by the Russians. I saw some of the Japanese cruisers at a distance and the fleet still further off to the seaward showing their search-lights.

After the retirement of the Japanese, Russian cruiser Squadron, under Admiral Osktompky, followed as far as was safe and then returned.

The action ceased at 3 a.m. The loss on the Russian ships was eight killed and twenty wounded. Other damage not very great. There are many Russian torpedo-boats and destroyers in harbour that are not ready for action. The Japanese undoubtedly caused great surprise by their promptness and bravery.

On Tuesday morning news arrived from Dalny that the Japanese fleet was steering westward. The Japanese vessels came in sight about eleven o'clock. There were six first-class cruisers, and three second-class. The Russians had outside thirteen large vessels, under the command of Admiral Stark in the flagship *Petrovsk* and Rear-Admiral Finc Osktompky in the flagship *Percevic*, excluding the *Pallada*, *Tsarevitch*, flagship of Rear-Admiral Mollas, and *Kelvin* lying aground across the entrance of the inner harbour.

The action was commenced from the big guns on the land batteries. It was a dull morning and with the heavy smoke and with little wind to blow it away I with difficulty observed the details of the action. I witnessed all that was possible to see from the beacon on the hill opposite the entrance of the harbour, right in the line of fire, the shells falling near up, whilst about twenty fell in the Old Town and western harbour, where there were a number of steamers, flying neutral flags, anchored.

After the commencement of the action all the civilians fled towards the hill outside the town to get under protection after the first shell exploded. A big 12-inch shell exploded on the bank, smashing the office front of Messrs. Ginsberg and Co., the Yalu Concession Co., and the Russo-Chinese Bank. The streets were entirely deserted, and the local police kept splendid order, escorting the women and children very bravely. Regiments from the adjoining barracks and camps were pouring through the town to take up defensive positions in event of the Japanese landing.

The Japanese fleet steamed along slowly and passed in line of battle to the westward, about four miles off, each vessel opening fire when opposite the Russian ships, which were two miles off from the shore. The action then became general. There was no manoeuvring but simply hard, heavy, and fast firing on both sides. I counted over 300 shells, few of which reached their mark; others did not explode.

During the action several merchant steamers, that were outside in the roads, moved their positions, but none were allowed to leave the harbour.

Firing ceased at noon, the Japanese ships withdrawing southward, having lost one battleship, and one large cruiser was put out of action, and one small one was chased by the Russian cruiser *Novik*, Capt. Essen, but a Japanese shell hit her on the water-line, aft; however, she managed to reach the harbour all right, when Admiral Stark signalled "well

down," and all the rest of the fleet cheered her arrival, even the three ships around joining in. The ships that were aground at the entrance of the harbour joined in the firing at the Japanese fleet.

After the bombardment the *Traveller* got off at high water and was towed into the large basin, as her repairs cannot be effected for some time. The *Pallada* effected her own repairs and rejoined the fleet. The *Retriever* was still aground when I left. There were twenty-two killed (no officers), and eighty-one wounded (eight officers); nearly half of these belonged to the *Pallada* and *Norik*.

The Japanese fleet were still to the southward after Monday night's action.

The Volunteer steamer *Kalgan* was struck by a shell in the inner harbour.

JAPANESE ACCOUNTS.

Japanese papers to hand contain interesting accounts of the engagements at Chemulpo and Port Arthur, supplied by naval officers on the Japanese ships. The following is one about the Chemulpo action:—

A Japanese squadron, consisting of the *Nanika*, *Asama*, *Nitaka*, *Takachiho*, *Asahi*, and a number of torpedo-boats, left the naval base on the 8th inst. at two o'clock in the afternoon, conveying three transports. The squadron reached the outside of Chemulpo harbour at five o'clock on the same afternoon, and were joined by the *Chiyoda*, which had been lying in the harbour for some time. The squadron reformed and, with the *Chiyoda* leading the way, the *Takachiho* and *Asama* following, then the three transports and the *Nanika*, *Asahi*, and *Nitaka* bringing up the rear at a distance of a mile and a half from the transports, proceeded towards the harbour. Torpedo-boats preceded the *Chiyoda*, and another portion of them guarded the tail of the fleet. When the vessels reached the entrance to Chemulpo the *Chiyoda* communicated by wireless telegraphy with Rear-Admiral Uriu, who was on board the *Nanika*, that the Russian garrison *Koreets* was coming out of the harbour. Two torpedo-boats then approached the Russian warship, followed by the *Asama*. The *Koreets* opened fire on the torpedo-boats, which replied without effect with two fish-torpedoes. The Russian warship then turned about. During the night the *Koreets* occupied its former berth beside the cruiser *Varyag*. The Japanese torpedo fleet, the cruisers *Chiyoda*, *Takachiho* and *Asahi* took up berths in the harbour covering the three transports. The warships of other foreign Powers intervened between the Japanese and Russians. The cruisers *Asama*, *Nanika*, and *Nitaka* took up berths at a short distance from the mouth of the harbour. That night communication by wireless telegraphy between the Japanese vessels was tapped by the *Varyag*. At six o'clock on the following morning the landing of troops from the three transports was completed. The *Chiyoda* and other vessels left the port and joined the *Asama* and others near the Gotsuli Island. At this stage Rear-Admiral Uriu sent a steam launch belonging to the *Asama* alongside of the Russian vessels with a communication. At eleven o'clock the Russian vessels, the *Koreets* leading, left the harbour. Outwardly the *Koreets* showed no signs of giving battle, but when the *Asama* approached and let loose an eight-inch gun on her, the Russian flag was immediately hoisted and she answered the shot. The *Nitaka* then fired at the *Koreets*, and the other vessels followed. The distance separating the belligerents at the commencement of the action was between 6,000 and 8,000 metres. The *Varyag* also cleared for action and both she and the *Koreets* directed their attention mostly at the *Asama*, but fortunately without effect. At about twenty minutes after noon the *Koreets* retreated into the harbour, but the *Varyag* continued to belch forth shells until seventeen minutes to one o'clock, and then retreated, firing all the time from one side at the Japanese vessels. Seven minutes later flames were observed on her afterpart. The flagship *Asama* then signalled that the enemy's vessel was on fire, and the crews of the Japanese vessels joined in a joyful shout of "Banzai." The Japanese fleet, having decided not to attack the vessel in the harbour, ceased fire at 1.15. According to investigation, conducted by those on board the *Asama*, at least two of the Japanese shots hit the *Varyag*, two of which were 8-inch shells. The *Varyag* had a list to port and her stern was low in the water. It had been planned to put them out of action during the night by torpedo-boats, but at about 4.30 in the afternoon, the *Koreets* was seen to be enveloped in white smoke. One of the Japanese vessels thereupon signalled that she was sinking and "Banzai" was again loudly acclaimed by Rear-Admiral Uriu's men. According to the report of a torpedo-boat the masts and funnel only were visible after the *Koreets* settled. Two boats were by the sunken vessel. The *Varyag* then sank, and only a part of her starboard deck remained above water. The crew of the Russian transport *Surgari* went on board the French warship *Pasadi*, and shortly afterwards she took fire and went to the bottom. The casualties on the *Varyag* were 4 killed and 64 wounded. The Russian coal-godown on Gotsuli was taken possession of by the Japanese, who left on the following morning.

We take from the *N.C. Daily News* details of the run under fire of the Indo-China s.s. *Columbia* from Port Arthur. The boat was in the port on the night of the 8th when the three large warships were torpedoed. She saw them and the transport lying in the morning off the entrance to the harbour in the situation already described in earlier reports. They grounded about 1.15 a.m., while trying to make the harbour. At 5.30 on the morning of the 9th a naval officer boarded the *Columbia* and told Captain Anderson that he was not to move from his anchorage until he received orders from the

Viceroy. Later the captain hoisted signals to know if he could proceed to sea, but received no reply. At 10.15 the port medical officer arrived and told the captain he could haul down his quarantine flag, but did not order the removal of the guard which had been placed on board. Asked if the ship might leave, the medical officer said he could not give permission without seeing the Admiral. Shortly afterwards a naval lieutenant came on board and ordered the *Columbia* to shift her anchorage as her berth was required for a man-of-war. The *Columbia* saw the C.E.R.S. *Norik* come into the harbour from Chefoo with cattle on board and soon afterwards the C.E.R.S. *Ningutu* came in. While altering her anchorage the *Columbia* blew her steam whistle to draw the attention of the Medical Officer, in order that he might come and remove the guard, but no heed was given. About ten minutes after taking up her fresh anchorage Captain Anderson saw the fleet of sixteen Japanese vessels approaching in a circular formation from the East. When they were from three to four miles away they started bombarding. This decided Captain Anderson to run the risk of leaving without permission, and with his guard still on board. He hoisted his anchor under heavy fire, shells dropping all round the ship. Taking the boat as far in shore as possible, Captain Anderson gave orders for full speed ahead and arrived safely in Chefoo at 6.15 p.m. He writes in warm praise of the coolness of the native crew, whose steadiness assisted very greatly in preventing panic among the many Chinese passengers. The foreigners of the deck and engine-room staff also behaved exceedingly well under trying circumstances. Happily, though the deck was covered with fragments of shells, none actually struck the ship, and there was no casualty or damage of any sort.

THE TORPEDO ATTACK ON PORT ARTHUR.

A Japanese naval officer has supplied the following account of the first attack at Port Arthur. The torpedo destroyers parted with the squadron under the command of Vice-Admiral Togo on the night of the 8th inst. at sea, some fifty miles this side of Port Arthur. The No. 1, No. 2, and No. 3 flotillas proceeded to Port Arthur, and No. 4 and No. 5 flotillas to Dalny. The three flotillas soon arrived in the neighbourhood of Port Arthur and commenced a search for the enemy's fleet. The torpedo destroyers of the enemy were on picket duty, but the Japanese flotillas succeeded in passing them and getting inside their line, without exciting their suspicion. The Russian warships were stationed at almost the very spot where the Japanese flotillas were led to expect they would find them. The Japanese torpedo destroyers fired two torpedoes each, the No. 1 flotilla turning the left and the No. 2 and No. 3 to the right. The Japanese torpedo flotilla was determined to get as near the enemy as possible and destroy the largest vessels. The torpedoes were therefore fired at the largest ships of the enemy's fleet. The Japanese craft approached within 500 or 600 metres of the Russian ships and the officers were able to make out the moving figures on board the Russian ships. The torpedo discharged by the *Indaduma* missed fire, and she therefore turned round and re-fired it. The Russian ships were panic-stricken as soon as the Japanese torpedoes were fired and opened a terrific fire on the destroyers with the aid of their search-lights. No shot struck the Japanese boats. The firing of the torpedoes closed at 2 o'clock and the flotillas headed for the open sea. The enemy's torpedo destroyers were sighted on the way back, and the Japanese boats opened fire on them. They made no reply and the Japanese destroyers got away unmolested, joining the fleet at the same place where they parted from it several hours before. The forts seem to have opened fire on the Japanese destroyers, but if so they did no damage. Captain Asai was in command of No. 1 flotilla, Lieutenant Ishii of No. 2 and Lieutenant Tsuchiya of No. 3 flotilla. The flotillas, which were sent to Dalny, failed to discover any signs of the enemy there.

THE ACTION OUTSIDE PORT ARTHUR.

Another naval officer describes the action as follows:—

The torpedo flotilla crept up close to the Russian fleet, successfully evading the Russian torpedo boats, and discharged their torpedoes at a short distance. Three torpedoes took effect, three Russian ships being struck. The ships, however, did not sink entirely. On the following morning the Japanese squadron steamed up to the attack. The *Chiyoda*, *Takachiho*, and other ships went close in, trying to entice the enemy's ships into the open sea. The Russians showed no wish to comply with the invitation. Paiting to draw the enemy on side, the *Chiyoda* (flagship of Rear-Admiral Dewa) telegraphed to Vice-Admiral Togo (by wireless telegraphy) that the time was ripe for a general attack. The squadron thereupon passed out to the sea, passing Round Island on the right, and proceeded in a single line towards Port Arthur. Each ship opened fire as she came in front of the enemy's fleet. The *Norik* and three other ships of the enemy's fleet fought well, the work of the first-mentioned being the most creditable. Most of the enemy's fleet did not steam about, but remained stationary, like so many floating forts. The three damaged ships did not fire a single shot, and there seemed ground to believe that the damage done by the Japanese torpedoes on the previous night was fatal. The forts opened fire on the Japanese when the latter approached within 12,000 metres of the shore. The Japanese ships held their fire until they got within 7,500 metres. Throughout the action, the Japanese fleet steamed at the rate of 15 knots and at one time went within 3,000 metres of the Russian ships. Only the port guns were used. After passing the fleet, the ships turned and sent in a hot fire from their stern guns, before steaming away. The exact loss to the enemy is unknown; but a warship

of the *Pollara* type was seen to have a heavy list to port, and a shot from one 12-inch gun is known to have hit the *Bayan*. Two other Russian ships were seen to be badly damaged by the Japanese fire. The flagship *Mikasa* took the lead in the engagement, the *Asahi* coming next. The enemy's fire was concentrated on the *Mikasa*. The *Asahi* escaped without any damage. The firing of the Japanese ships was accurate and almost every shot told. Thirteen shots were fired from the stern 12-inch gun of the *Asahi*, each one taking effect. The *Yuetsu* was hit by a 10-inch shot from the *Norik*, and the *Yuetsu* was hit on her forward funnel. Lieut. Miura of the *Yuetsu* was killed while on the bridge by a shot from one of the Russian ships. Only a piece of his belt was left on the bridge. The Japanese squadron formed in battle array at 9.50, and the Russians opened fire at 11.30. The Japanese replied at 12.00, the engagement lasting forty minutes.

THE RUSSIAN ATTACK ON MENCHANTMEN.

A Japanese official report is published of the attack by the Russian war-ships on two merchant steamers off the Hokkaido, resulting in the sinking of one, the *Nagayama-maru*. The reports says that the *Zensho-maru*, one of the boats fired upon, left Sakata on the 10th inst. at 11 p.m. with rice and other cereals for Otaru. About 10.30 o'clock the following morning, when ten miles off Hasea, Aomori prefecture, four war-ships were sighted on the port bow. About this time the *Nagayama-maru*, which was steaming ahead, was observed to stop, but for what reason does not appear. It was about 11 a.m. that the warships first fired, the fire being directed at the *Zensho-maru*, but the vessel was not hit, the shot falling far away on the starboard side. All this time the *Zensho* appears to have been retreating to the shore. It was not till some time later that the *Nagayama-maru* was fired upon and was struck in the stern, sinking in ten minutes. The warships followed the *Zensho*, and again fired three times at her. It was now regarded as impossible for the steamer to escape, and all on board, seventeen passengers and a crew of twenty, prepared for the worst, life-belts being distributed and preparations made to lower the boats. While this was being done, however, a strong westerly wind rose followed by a heavy rainstorm which obscured the sea. The *Zensho* seized this opportunity. A hundred bags of rice were thrown overboard, and the vessel steamed full speed towards land despite the heavy rain. About 3 p.m. the warships stood out to sea, and the *Zensho-maru* entered the Tsurumi Straits about sunset. When the steamer was fired upon she was heeling over considerably by the force of the wind, and it is thought probable the Russian believed they had hit her, and that it was not necessary to fire again. It is understood that the Japanese Government has made a protest against this act on the part of Russia as a violation of the usages of war.

The *N.C. Daily News* Tokyo correspondent says, on the 19th inst.—It is ascertained that no Russian troops have yet crossed the Yalu, except twenty scouts.

The same correspondent says that the practical patriotism of the Japanese people is being everywhere manifested by contributions to the War Fund and subscriptions to the Exchange bonds.

The *N.C. Daily News* was requested by the Russian Consul General, Mr. Kleimow, to publish the following telegram received here from Port Arthur on Saturday last:—

"The official communication emanating from the Japanese Embassy in London concerning the attack of torpedo-destroyers on Port Arthur during a snowstorm on 13th February is totally false. There was no attack; not a single ship was damaged, nor was any vessel exposed to any attack or damage. All up to date is absolutely quiet. (Signed) Admiral Witgift, Chief of Naval Staff."

HONGKONG JOCKEY CLUB RACE MEETING.

OFF DAY.

The following is the programme of the events down for decision to-day:—

THE "ROSE" CUP.—Presented. For all beaten subscription griffins. Weight for inches as per scale. Unplaced ponies allowed 5lbs. Entrance \$10 to go to 2nd pony. Three-quarters of a Mile.

THE JOAN PEARL CUP.—Presented. For all beaten China ponies. Weight for inches as per scale. Placed ponies to carry 5lbs. extra. Unplaced ponies allowed 5lbs. Off-day winners barred. Entrance \$10 to go to 2nd pony. One mile.

THE TALLY-HO CUP.—Presented. Value \$200, for all China Ponies. Weight 11st. From the Grand Stand twice round and in. Cup to go to the rider. Five to start or no race. Entrance \$10 to go to 2nd pony.

THE "LUCKY" CUP.—Presented. For all beaten griffins at this meeting. Weight for inches as per scale. A pony that has run second in any race to carry 5lbs. extra. Third in any race 3lb. extra. Unplaced ponies allowed 5lbs. Off-day winners barred. Entrance \$10 to go to 2nd pony. One round.

THE VISIONS CUP.—Presented. Value \$250. For China ponies that have run at this meeting. Griffins allowed 5lbs. Placed ponies 5lbs. extra. Off-day winners barred. Entrance \$10 to go to 2nd pony. One Mile and a Quarter.

THE "FISCAL" CUP.—Presented. For beaten subscription griffins of this season. Weight for inches as per scale. Placed ponies 5lbs. extra. Off-day winners barred. Entrance \$10 to go to 2nd pony. One Mile and a Quarter.

THE "CORONET" CUP.—Presented. For all beaten China ponies that have run at this meeting. Griffins allowed 5lbs. Placed ponies 5lbs. extra. Off-day winners barred. Entrance \$10 to go to 2nd pony. From the 2 Mile Post once round and in.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday afternoon in the Board Room. The Hon. Dr. J. M. Atkinson (President) presided, and there were also present Hon. A. W. Brown, Registrar-General; Mr. Lau Chu Pak Mr. Fung Wa Chun; Colonel W. E. Webb, R.A.M.C.; Mr. E. A. Howett, Mr. A. Ramjahn; Dr. W. W. Pearce, Acting Medical Officer of Health; Dr. B. Barnett, Assistant Medical Officer of Health; Mr. G. A. Woodcock (Secretary) and Mr. T. A. Hamner (Assistant Secretary).

DRAINAGE.

Mr. RAMJAHN put the following questions to the President:—

1.—Will the President be good enough to lay on the table the drainage plans of Nos. 46 to 60, Caine Road (eight houses), situated on Section A of Island Lot No. 424, Nos. 27 to 37, Des Vaux Road Central (six houses), situated on the Southern Portion of Reclamation of Marine Lot 10a, and Nos. 18 to 23, Connaught Road Central (six houses), situated on the Northern Portion of Marine Lot 10a?

2.—Will the President be pleased to direct the Sanitary Surveyor to inform the Board in writing of the advantages and disadvantages of the system introduced by him or adopted with his consent into the houses in Des Vaux Road Central and Caine Road?

3.—Will the President be pleased to direct the Acting Medical Officer of Health to report on the drainage system as introduced into the houses in Des Vaux Road and Caine Road from a hygienic and public health point of view?

The President stated that the plans referred to in the first question would be laid on the table.

The Sanitary Surveyor (Mr. J. J. Bryn) answered:—

"The drainage of both these blocks of property has been designed with a view of preventing an excessive amount of rain water from entering the sewers, and of diverting it to the storm water drains. In the block in Caine Road each yard is provided with two trapped inlets to an underground drain: these two inlets receive the waste waters from the bath rooms and kitchens. Through the centre of the yards runs a surface channel which is intended to take the rain water from one half of the roofs of the houses, the other half being taken down the front of the houses by rain water pipes which discharge into the Government side channel in Caine Road. This surface channel has a trap fixed at its lower end, to intercept any sullage water that may find its way into the channel. This trap is connected to the sewer and the channel is connected to the sewer, and the channel is continued beyond this trap and discharges into the Government side channel in Caine Road. The rain water from the servants' quarters is carried off by the surface channel in the lane at rear. In the case of the Des Vaux Road block the sullage water from kitchen and bath rooms is brought into an underground drain, which runs down the lane between the two blocks of houses, and is connected with the sewer in Douglas Street. Half the rain water from the roofs of houses in Connaught Road is conducted into the yards, and carried off by surface channels into a main surface channel laid in the lane. The dry weather flow of this channel is interrupted from this storm water drain. The level of the yards of houses in Des Vaux Road did not permit of the rain water being taken into the lane, so a surface channel was laid through the yards. Any sullage water which may get into this channel is intercepted by a trap fixed in the yard of the west end house, and the storm overflow is connected to the Government channel in Douglas Street. The advantages of this system are:—a minimum quantity of storm water is taken into the sewers and the sullage water is prevented from entering the storm water drains. Provided that the tenants do not misuse the system I do not think it has any disadvantages."

Dr. PEARCE, replying to the third question, said he was prepared to grant that the drainage system in these blocks had certain disadvantages. Certainly a nuisance was created by the filthy water of one tenement passing through the yard of the next. But the nuisance was really caused, as the Sanitary Surveyor had pointed out, by the negligence of the tenants themselves. The surface channel was only intended to take off the rain water and a minimum quantity of sullage water. But the Surveyor had to contend with extreme difficulties with regard to the levels of the yards and lanes, and therefore he did not think the Surveyor was at all to blame for the nuisance which had arisen. In some such case the only possible way of draining was to take the surface channel through the yard into the storm water channel. In cases where the scavenging lane was higher in level than the yard of the house there were several ways in which the Surveyor could get over the difficulty. He might put a trap in the yard, lay a surface channel from one house to the other, or have an underground drain. An underground drain however necessitated a trap in every yard, big enough to take off the maximum of storm water and small enough to be self-cleaning in the dry season. But every such trap would be, so to speak, a cesspool, and it was not a good thing to multiply traps; in the dry weather a certain amount of sullage water would get into the traps. On the whole he did not think that such a system of drainage by underground pipe or sewer would be more sanitary than the present system. In the dry weather it would be found that the flow

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Hongkong, 21st December, 1903.

of raising water from the yard would not be sufficient to properly cleanse such a drain. He did not think the Surveyor was at all to blame for adopting this system of surface drainage. The nuisance had arisen because the people themselves were negligent. In several cases the gratings which had been put up in the channel leading from one house to another had been broken or removed so as to enable the tenants to sweep their dirty water into their neighbours' yard.

At the request of Mr. Ramjahn, it was agreed that the replies to his question should be circulated.

GENERAL CLEANSING.

The Medical Officer of Health reported that the general cleansing of the Colony was completed on the 8th inst. In all, 31,226 floors were cleansed.

The President inquired:—"This is very satisfactory. I understand that the cleansing has been again resumed in Health Districts 9 and 11 under the supervision of the special plague staff?"

Dr. Pearce:—"Yes; 1,222 floors in H. D. 9 and 10 have been cleansed again."

The President:—"This re-cleansing might be extended to the other Health Districts, at any rate until plague becomes prevalent."

Mr. E. A. Howett inquired:—"Continue cleansing?"

Mr. A. Ramjahn:—"Very satisfactory indeed. What has the whole general cleansing cost, and what was the total cost of fumigation in 1902?"

The Secretary:—"General cleansing—1902: 64, \$6122.99; 1901-02, \$81,352.80.

Hon. Mr. Pollock:—"Continue cleansing."

The President stated that the re-cleansing was being continued.

RATS.

During the fortnight ended 22nd inst. 411 rats were killed; of these 18 were found to be infected.

This was all the important public business.

THE FIELD OF WATERLOO.

M. Osiris, the wealthy philanthropic Frenchman, who is always enthusiastic for a patriotic relic, has bought a great part of the field of Waterloo, and proposes to erect a monument there to the memory of the 30,000 Frenchmen who fell in the great battle. He began to acquire parts of the land in 1900, and when last year the society known as La Sabretache failed to secure sufficient subscriptions to erect the late M. Gerome's magnificent monument "The Dying Eagle," at Waterloo, M. Osiris came forward and offered to bear the entire expense. The society, however, did not see their way to place the work in the hands of a private individual. M. Osiris therefore quietly went on purchasing land in the neighbourhood of the battlefield. He now proposes to erect a monument there that will rival the grand and beautiful one that is to be erected in Belgium and to offer the land and monument to the French Government. Meanwhile the land near that on which the German monument is being erected has been purchased by M. M. Larroumet de Manroy and Housaye, and has been presented to the Sabretache Society. M. Osiris is lavish in his gifts. The latest is the famous chateau of La Malmaison, which has just been accepted by the State. The chateau, which is about twenty miles from Paris, was the residence of the Empress Josephine, who purchased it in 1795. It was abandoned by the Imperial Court for St. Cloud, but Josephine retired there after her divorce and died there in 1814. Napoleon stored there for five days after the battle of Waterloo. During the siege of Paris the park of La Malmaison was the scene of a fierce action between the French and Germans.

CHURCH SERVICES.

S. JOHN'S CATHEDRAL.
23th February; 2nd Sunday in Lent.
Holy Communion (7.30 a.m.).
Matins (10 a.m.).

Ordination Service (11 a.m.).
Proclamation Hymn—362; Litany—Ferial; Anthem—"Send out Thy Light"—Gounod; Kyrie, Gloria and Credo—Smart in E flat; Offertory Hymn, 353.

At the Ordination Service the preacher will be the Rev. J. H. France, M.A.
Evangelist (5.45 p.m.).

Responses, Ferial; Psalms, Purcell; Magnificat, Cooke in G; Nunc Dimittis, Rimbaud in E flat; Hymns, 277, 512, and 257; Vespers, Hymn, Ward (No. 1).

S. PETER'S CHURCH.
Queen's Road West.
Matins (11 a.m.).

Venite, Jones; Te Deum, Woodward; Benedictus, Troutbeck; Hymns, 4, 457, 242, and 498.
Evangelist (6.30 p.m.).

The Church launch *Daggyring* will call on ships carrying white crews to bring friends ashore to the services, between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m. (Kowloon Police Pier 10.30 and 6); returning afterwards. The Answering Pennant is the call flag. All the sittings are free and unappropriated. Visitors welcome. Books, &c., provided. Sunday School 10—10.45 a.m.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—At 1.35 a.m. The barometer has risen in N.E. Japan, and fallen elsewhere, particularly in N. China. Gradients are slight on the China coast, and light monsoon will be experienced in the Formosa channel, and moderate monsoon in the northern part of the China Sea. Forecast:—Light E. winds; fine.



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PURE FRESH WATER.

THE HONGKONG STEAM WATER
BOAT CO., LD., is prepared to supply
ANY QUANTITY of PURE FRESH
WATER to the Shipping, both for Deck

WATER to the Shipping, both for Deck
Boilers.
Call Flag W.
J. W. KEW,
Manager.

1st Floor, 37, Connaught Road,
Hongkong, 13th June, 1908. [3]

CARTRIDGES

CARTRIDGES.
—
IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

ELEY'S, SCHULTZE'S, AMBERI
and KYNOCK'S SPORTING
CARTRIDGES 8, 10, 12, 16, and 20 BOL

and NEWCASTLE CHILLED SHOT
all Sizes, Nos. 10 to SSSG. AIR GUNS
AMMUNITION in Variety.
WM SCHMIDT & CO

Hongkong, 28th November, 1992

A. LING & CO.,
FURNITURE STORE

THE ROBINSON PIANO Co. (LIMITED.)

JUST RECEIVED.

MAGNIFICENT PIANOS

BY

RACHALS KRAUSS STUART BECHSTEIN HOPKINSON HAAKE

EACH THE BEST IN ITS CLASS.

VERY MODERATE PRICES FOR CASH OR ON CREDIT TERMS

ALSO

KIMBALL ORGANS.

Hongkong, 29th January, 1904. [3335]

HIRANO WATER.

THE QUEEN OF TABLE WATERS.

PURE, SPARKLING, INVIGORATING

THE LEADING MINERAL WATER OF THE EAST

Bottled in Japan by H. E. REYNOLDS & Co.

Beware of JAPANESE IMITATIONS.

F. BLACKHEAD & CO. AGENTS.

Hongkong, 31st July, 1903. [419]

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTONJEE'S KOWLOON STORE, No. 36, Elgin Road. Price 15 cents per copy cash.

Hongkong, 22nd December, 1902. [3518]

GRACA & CO.

FOREIGN COLONIAL STAMP DEALERS.

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Are also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

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CLARKE'S B 41 PILLS are warranted to cure in seven days, all ailments or constitutional Disorders from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years. Sold by all Chemists and Patent Medicine Vendors throughout the World. Proprietors, THE LINCOLN AND MIDLAND COUNTIES DRUG COMPANY, Lincoln, England. [62]

CARBOLINEUM-AVENARIUS

USED FOR OVER 25 YEARS.

IN CASES OF ABOUT 450 LBS. NET

CARBOLINEUM-AVENARIUS

IN TINS OF 45 LBS. NET

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.

LUTGENS, EINSTAMANN & CO.,

Sole Agents for China.

Hongkong 21st July, 1902. [289]

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POUR être sûr de ne pas laisser échapper un journal qui l'aurait nommé, il était abonné à l'Argus de la Presse, qui lui démontre, et traduit tous les journaux du monde, et en fournit les extraits sur n'importe quel sujet.

Hector Malot (Zylo, p. 70 et 223)

L'Argus de la Presse fournit aux artistes, littérateurs, savants, hommes politiques, tout ce qui paraît sur leur compte dans les journaux et revues du monde entier.

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THE WOMAN ON THE DERELICT.

BEING THE STRANGE LOVE STORY OF JOHN BRAMWELL.

BY GUY BOOTHBY.

(Author of "Dr. Nikola," "My Indian Queen," &c., &c.)

CHAPTER VIII. (continued).

After supper we adjourned to his own room, where he showed me many photographs of his Australian property. The small hours were upon us before I bade him "Good-night," but not before I had arranged that he should lunch with me on the morrow.

"I shall be delighted," he said, "and I count myself fortunate indeed in having met you."

I returned the compliment, and then left the hotel to return to my own abode, feeling that he and Farrington were the two most interesting men I had ever been my good fortune to meet.

In addition to lunching together we visited a music hall in the evening. On each occasion I found him the same delightful companion. By the end of a week we might have known each other for years.

On the morning of the third day that I had known him I was preparing to go out when a waiter came up to inform me that a gentleman was in the smoking room who desired to see me. The silly fellow had not asked his name, but before it was too late I hastened down to meet him. My astonishment may be imagined when it proved to be none other than little Wiseman, the skipper of the "Hulket." He hastened forward to greet me with great effusiveness.

"My dear fellow," he said, "I cannot tell you how pleased I am to see you. You beat us on the run home after all."

"As you see," I observed, "the brig sails like a witch. I suppose you got my letter that I sent to the office."

"I received it last night," he answered. "By the way, what have you been doing up there?"

I told him, and I thought he would never stop laughing.

"It will do him good," he said at last. "And what have you done with the young lady?"

I told him where she was. That is to say I gave him to understand that she was staying with friends on the river, but did not give him the address, for I did not want him to go down there, knowing from experience what a small amount of tact he possessed. I then enquired what he had done with the knives and the photograph.

"They are still on board," he said. "I was going to take them up to the office to-day, but they say they don't want to have anything to do with the matter, so I scarcely know how to act."

"I'll tell you what you had better do then. Hand them over to me. I'll give you a receipt for them and will also communicate with the police. I have made up my mind to take the matter up and to endeavour to solve the mystery that envelopes that poor girl."

"You shall have them with pleasure," was his reply, "but when you say you are going to solve this mystery, I think you will find that you have got a bigger work before you than you anticipate."

"Well, we shall see," I remarked. "But I want these things as soon as I can have them."

"Come down to the ship and have lunch. We are lying in the East India Dock, and I'll hand them over to you and be glad to be rid of them. I have felt a cold shiver run down my back every time I open the safe door."

"Well, I don't know about lunch," I said, "for I have invited a friend to lunch with me—an Australian and a very good fellow."

"Bring him too," cried the hospitable little man, who liked nothing better than showing off his ship. "He might enjoy the experience."

"That's not half a bad idea. We will walk along to his hotel and pick him up."

We were saved that trouble, however, for when we entered the hall the man himself came in at the front door. I introduced Wiseman to him, and could see that he could scarcely repress a smile at the monkeyish little figure before him.

"I accept your invitation with pleasure," he said. "You have just returned from Australia, I understand."

"Sydney to London, sir," said the Captain. "Sydney to London, and a good passage, but for the Doldrums and an unfortunate incident which compelled us to put in to La Palmas. My friend Bramwell here beat me hollow with a derelict brig we picked up. A most romantic little story."

I related to him to hold his tongue, for I had no desire that the story should get into the newspapers and perhaps frighten Miss Alexandra, or at any rate give warning to the villains who committed the deed that their crime had been discovered. Fortunately he had the good sense to see the folly of his act in time, and to suppress his narrative before any harm was done. We accordingly proceeded to Fenchurch Street and took the train to Blackwall.

When we reached the old hooker they were hard at work getting the cargo out of her, under the direction of the chief mate.

"She doesn't show to the greatest advantage at such a time as this," said the skipper, who was jealous of his vessel's reputation. "But I defy you to find her superior when once we're at sea. Come below, gentlemen, and let me offer you some refreshment after our journey."

Half an hour later luncheon was served and we sat down to it. That disposed of, we returned to the captain's cabin for cigars.

"By the way, Bramwell," said the Captain, "I may as well give you that packet while I think of it."

He went to his safe and unlocked it, and from a drawer in the bottom took out the packet that we had roiled up together on that memorable day. From the gingerly way in which he handled it I gathered something of the dislike he entertained for it.

"Take it," he said, "and write me a receipt for it. You will find paper, pens and ink on that table."

I sat down and did as he requested. When I had signed it, I handed it to him, and he read it through as carefully as if it had been a receipt for the Crown Jewels.

"That document," he said, folding it up carefully, "is well worth preserving. You will agree with me, I think, Mr. Armitage, when I tell you that it contains knaveries with which a murder was committed on the high seas, and a photograph of the murdered man."

"Oh, but that's not all. There's more to follow. There was a beautiful girl upon the vessel, and our friend Bramwell here brought her home—without a chaperon to keep her eye upon him. There must really be a sequel and we'll all dance at the wedding."

I could have kicked the little fool with the greatest pleasure. As I have already said, he had no tact, not enough to cover a pin's head, as the saying goes. I had warned him once,

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but it had no effect on him. I think he saw that he had made a mistake, for he looked rather shamefacedly at me.

"It is permissible to inspect these gaudy relics," he said, smiling.

I should like to have answered in the negative, but since he knew all about them, owing to the skipper's indiscretion, there was no reason that he should not inspect them. I therefore broke the seal, unwrapped the second packet, and exposed the two knives and the camera containing the awful negative. Armitage was not so timid as the skipper, for he picked up the knives and scrutinized them carefully.

"If they could speak," he said, "I have no doubt they could tell a gruesome story."

He placed them back in the paper, and then I made up the packet again and tied it as before.

"When I have done with the camera, I'll return it to you, Wiseman, at the office, and get you to send it back to its owner."

He promised to do so, and then after a stroll round the vessel, Armitage and I took our departure. Never for a moment did I let that precious parcel out of my hands, but bided it on my knee throughout the return journey. It was not until we were alone in the carriage that he referred in any way to the story we had told him.

Then he said, "Do you know, Bramwell, I have been thinking over the affair which which these articles are the sole remaining relics. It's the most atrocious, cold-blooded business I have ever heard of, and if you ask my opinion, I will say that I do not believe for a moment that it was the work of mutineers but that it was a vendetta of some sort."

"What makes you think that?" I enquired, for I must confess the idea had not occurred to me. I had become fully persuaded that it was the result of a mutiny.

"Well, in the first place, had it been a mutiny they would have scuttled the ship and have taken the trouble to fast their sails, then again, the fact that the man was pinned down on the deck does not look like the work of a pack of rough seamen, who, in all probability, would either have stabbed him or have knocked him on the head with a belaying pin, and then have thrown the body overboard. What puzzles me in the case is their treatment of the young lady and what relationship did she bear to the murdered man?"

"Heaven alone knows," I answered, a trifle testily I am afraid, for I did not like to think that there was any relationship at all between them.

"But I am going to find out," I continued, "if it costs me all I have got in the world I'll probe the mystery."

"I admire your pluck, upon my word, I do," he said enthusiastically. "If my services are of any use to you, you are heartily welcome to them. Two hands are of use better than one, and I have had some experience in my time that might prove of service. What's more, I'm not like our friend, the captain, in one respect at least; I can be trusted to hold my tongue."

A sudden impulse caused me to say, "I accept your offer in the spirit you make it." And so the compact was made.

(To be continued.)

A RUSSIAN VIEW OF THE POLITICAL SITUATION.

In discussing the present situation with a Russian diplomatist a short time ago, the latter said that Russia would never forget or forgive the unfriendly and perfidious rôle played by England during the present crisis.

Upon asking for an explanation, the diplomatist said that it was easy enough to comprehend the Machiavellian part performed by England, which, entitled for the next four or five years, by her war with the Boers, had master on the Japanese to go to war by inflammatory newspaper articles, and promise of moral if not material help, by the construction of insinuations of mere statements on the Russian side, and by the sowing of every kind of mistrust as to Russian aims, desires, and methods. He said that England had done this in order to recover her crippled prestige in the East.

I pointed out to him that so far from having acted as he said, England had done her best to hold Japan back. The Russian diplomat merely shrugged his shoulders and referred me to certain newspapers. He went on to say that he could not understand England's attitude. England, he said, has seized upon her hand, and that any action, most of her wars have indeed been against blacks and uncivilized races, and yet when any other nation takes a piece of territory necessary for her political expansion, England is the first to hold up her hands in hypocritical horror. Upon being asked his views as to the result of the present conflict, the diplomatist said that nobody could for a moment doubt that Japan would receive a well-merited and crushing defeat, and that to suppose that bands of savages were likely to stand against the sea of men who routed Napoleon's armies at Austerlitz and demolished the army of Turkey, was the most presumptuous.

"What did the European Powers get out of their war with Russia in '04 and '05, and what can Japan hope to get, even if she beats Russia by sea; the railway is admirably protected, and Port Arthur and Vladivostok are impregnable," he added.

I pointed out to him that the Chinese would probably do the Japanese, and that they would probably blow up the sea mine in front of the combined fleet of England, France, Turkey and Italy in '04 and '05, and who later on demolished the army of Turkey, was the most presumptuous.

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POLICE COURT.

Friday, 26th February.

BEFORE MR. T. SERCOMBE SMITH (Police Magistrate).

THE BIRCH.

Chen Sing, a boy of 12 years, and small for his age, was charged by Leong On with stealing a parcel of pipes from a case in his shop. The complainant, affirmed, testified that in the afternoon of Thursday last, he was sitting at the back of his shop, when he saw the defendant enter. He walked up to a show-case, the glass of which was broken, and picking up a packet containing 9 pipes from the case, made off. Complainant gave chase, and a Chinese constable stopped the boy. The pipes were found in his pocket. The defendant said he did not steal the pipes, which were put in his pocket by some other little boys whom he did not know. Complainant, however, positively identified him as the thief. The mother of the boy said he was very good and never gave her any trouble, and went to school regularly. His Worship took a lenient view of the case, and remarking that the defendant was beginning early to entice him to receive four strokes with the birch-rod.

COUNTER-CHARGES.

The cases in which James Gordon, fromam, charged Captain Fisher, of the *Perseus*, with using threatening language, and the captain charged Gordon with disobedience and refusal of duty, were discharged, for want of sufficient evidence in either case for a conviction.

SHIPPING NOTES.

CARDIFF COAL.

The s.s. *Fiume* arrived from Cardiff yesterday with 1,582 tons of coal. Strong monsoon was experienced on the voyage from Sing pore. The agents of the vessel are Messrs. Sander, Wiener & Co.

ARRIVAL FROM NEW GUINEA.

The German s.s. *Siedent* arrived from New Guinea in ballast yesterday.

THE "HULLONG."

Captain Gibson, of the s.s. *Hullong*, from Swatow, reports moderate weather. She arrived yesterday.

SHANGHAI TO HONGKONG.

Fine weather, and light variable winds are reported by the captain of the China Merchants s.s. *Kwang Tai*. The *Kwang Tai* arrived from Shanghai yesterday.

A PATHETIC STORY.

A pathetic story is told by Capt. Jenkins, of the s.s. *Taiwan*. On his voyage from Samarang, in the Maccassar Straits, he picked up a hungry Japanese boy from a catamaran. (native boat). The youngster's companion was dead.

FREIGHTS.

Freights are very firm, a special feature being a strong demand from Japan for steamers on time charter. Over 30 vessels were taken up within the last three weeks, mostly on Japanese account. From Saigon to Hongkong 18 cents per picul last and off-rig; to the Philippines 38 cents last and off-rig. To Japan 45 cents last and off-rig. Coal freights are also firm: \$2.60 per ton from Moji to Hongkong; \$3.75 to Singapore; \$3.50 to Manila.

JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report, dated Hongkong, 26th February, 1904—Owing to the Hong Kong business during the past week has been "flatly" at a standstill, and there is but little interest to report. The general tone of our market is still weak, and selling quotations predominate.

BANKS.—Small sales of Hongkong and Shanghai are reported at \$612 ex the dividend of 31/- and bonus of 10/- (at ex 18/-=\$22.99) per share for the half year ended 31st December 1903, paid on the 22nd instant. London is unchanged at £50 ex dividend.

MARINE INSURANCES.—China Traders are weaker with sellers at \$54. Other quotations are unaltered.

FIRE INSURANCES.—Chinas have been booked at \$9, and marine shares are procurable. Hongkong are easier with sellers at \$305, after a small sale at the rate.

SHIPPING.—Hongkong, Canton and Muenes continued on offer at \$28. Indo-Chinas have been booked at \$2, and close with sellers at \$22. China and Indias are still on offer at \$24, and Dongs are at the reduced rate of \$34. Star Ferries are procurable at \$30 (old) and \$18 (new). Shell Transports have been booked at 21/- and 20/-, and closed with sellers at the latter rate.

REFINERIES.—China Sugars have sold and close steady at \$107. Luzons are neglected at \$10 seller.

MINING.—No business is reported under this head and quotations are unchanged.

DOCKS, WHARVES AND G. DOWNS.—Hongkong and Wharves are slightly firmer with sales at \$209 and \$201, ex the dividend of \$9 and bonus of \$1 per share for the half year ending 31st December 1903, paid on the 22nd instant, the market closing with probable buyers at \$201 and sell at \$202. Hongkong and Wharves are firm with small sales and further buyers at \$95. Farman Hoys are lower in the north, with sellers at 135.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands continued with sales at \$148. Kowloon Lands, West Point and Hotels are all procurable at last quotations. Humphreys Estates have declined to \$102 with sellers. Shanghai Lands are easier in the North at 115, 111 cent the final dividend and bonus of 15/- per share for 1903 paid in Shanghai on the 24th inst.

COTTON MILLS.—No business is reported and quotations are unchanged.

MISCELLANEOUS.—Green Island Cements are easier with sellers at \$24. Small sales of Bopets at \$145 have been effected. Swan Water Bopets can be procured at \$155. China Portland are in the market at \$8.50 and Watkins at \$7.

MEMOS.—Hongkong Fire Insurance Co. Ltd. ordinary yearly meeting on the 5th March. China Fire Insurance Co. Ltd. ordinary yearly meeting on the 10th March. Hongkong and Kowloon Wharf and Godown Co. Ltd. ordinary yearly meeting on the 10th March; transfer books close from the 1st to 10th March inclusive.

NEW ORIENTE HOTEL

CORNER REAL AND MAGALANES, WALLED CITY.

MOST MODERNLY EQUIPPED HOSTELRY IN MANILA, P.I.

HOTEL

Latest and most Sanitary equipment. Electric Lights and Call Bells. Elegantly Furnished Rooms. Coolest Dining Room in Manila.

RESTAURANT

Handsomely decorated. Cool and pleasant. Best of attendance. Private dining rooms for parties. Only the best of wines and liquors. Under the direction of Mr. and Mrs. Newirth.

BAR

Under the direction of American mixologist. Anything you want served promptly and pleasantly.

BILLIARD ROOM

Thoroughly modern and up-to-date. Brunswick-Balke tables. Expert Markers in attendance.

STABLES.

Fine turnouts for the guests of the hotel. Elegant rubber-tired carriages, fast horses, good coachmen. The New Oriente Hotel is now open for inspection.

SIMON SCHNEER & CO.,

PROPRIETORS.

[268]

IF YOU HAVE ACQUIRED A TASTE FOR

EGYPTIAN CIGARETTES

TRY

"NELISTA"

A GOOD SMOKE AT MODERATE COST.

MANUFACTURED BY—

W. D. & H. O. WILLS' BRANCH,

BRITISH-AMERICAN TOBACCO COMPANY, LIMITED. 143

SHIPPING.

ARRIVALS.
Feb. 25, CHUSAN, British str., 4,636, W. B. Palmer, Shanghai 23rd Feb., Mails and General, P. & O. S. N. Co.
Feb. 26, CARL DIEDERICHSEN, German str., 774, H. Schickler, Haiphong 21st Feb. and Hoihow 25th, General, J. E. Jensen & Co.
Feb. 26, ESANG, British str., from Canton.
Feb. 26, PUMY, German str., 1,500, Netherland, Cardiff 22nd December, Coals, SANDER, WIELER & Co.
Feb. 26, HAILONG, British str., 783, Gibson, Swatow 25th Feb., General, DOUGLAS LAURENCE & Co.
Feb. 26, HO PHANG, British str., 1,559, Jns. M. Hay, Mei 21st Feb., Coal, JARDINE, MATHESON & Co.
Feb. 26, KARL ELLA, German str., 47, Beguhl, Yap 15th Feb., Copra, OWNER.
Feb. 26, KWANGTAH, Chinese str., 1,536, W. H. Lant, Shanghai 23rd February, General, CHINESE.
Feb. 26, MEEFOO, Chinese str., from Canton.
Feb. 26, NANKIN, British str., 2,557, S. H. Keuffel, R.M.S. Bombay 5th February, and Singapore 18th, General, P. & O. S. N. Co.
Feb. 26, QUANTA, German str., 1,160, H. Johansson, Sourabaya 14th Feb., Sugar, SANDER, WIELER & Co.
Feb. 26, SHANGHAI, British str., from Canton.
Feb. 26, SKEETER, German yacht, 528, C. Moller, German New Guinea 10th Feb., GERMAN GOVERNMENT.
Feb. 26, TAKING, British str., from Canton.

DEPARTURES.
26th February.
Amoy, German str., for Kobe.
Kulga, British str., for Ningpo.
Paklat, German str., for Bangkok.
P. C. C. Kiao, German str., for Bangkok.

DEPARTURES.
26th February.
Amoy, British str., for Mira Bay.
Houison, French str., for Saigon.
Chingwa, British str., for Portland.
Chingwa, German str., for Bangkok.
Morgkut, German str., for Bangkok.
M. S. Dollar, British str., for Calcutta.
Tacoma, Amr. str., for Tacoma.
Hales, British str., for Coast Ports.
Triumph, German str., for Swatow.
Wosau, British str., for Chinkiang.
Yochow, British str., for Shanghai.

VESSELS IN DOCK.
26th February.
ABERDEEN DOCK.—Halden, Marie Joben.
WILSON DOCK.—H. I. G. M. S. Moore, H.M.S. Glory, Ellen Rickmers, Sangsang, Loo Taa, Hae, Kuying, Yuenyang, Taiton, Petcha, Elee, Solent.
OSMOPOLIAN DOCK.—Lymoon.

VESSELS ON THE BERTH
FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"GREGORY APCAR."
Captain J. G. Ollent, will be despatched for the above ports on TUESDAY, the 1st March, at 3 p.m.
For Freight or Passage, apply to
DAVID SASSOON & CO., LD., Agents.
Hongkong, 25th February, 1904. [58]

NATAL LINE OF STEAMERS
THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight. For Freight and further particulars, apply to
DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1897. [13]

HONGKONG-CANTON LINE.
THE British Steamship
"YING KING."
Captain Ramsey, of 1088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.
Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 p.m., and returning from Canton every following evening at 5 p.m.
1st Class ... \$3.00 for Single Journey
2nd Class ... 1.50
Meals ... 1.00 each.
The steamer's wharf is at the Western end of Wing Lok Street.
YUK ON S.S. CO., LD., No. 216, Wing Lok Street.
Hongkong, 27th February, 1904. [57]

"GLEN" LINE OF STEAMSHIPS.
FOR LONDON AND ANTWERP.
THE Steamship
"GLENGYLE."
Captain T. Darke, R.N.R., will be despatched as above on SATURDAY, the 5th March.
For Freight or Passage, apply to
McGREGOR BROS. & GOW.
Hongkong 16th February, 1904. [52]

MESSAGERIES CANTONNAISES.
J. TREVOUX & CO.
HONGKONG-CANTON NIGHTLY SERVICE.
THE Communications Steamer
"PAUL BEAU."
Captain Franglet, leaves Hongkong for Canton at 9 p.m., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 p.m., taking passengers and cargo as usual, and will shortly be followed by the Steamer "CHARLES HARDUIN."
These two magnificent and up-to-date steamers are lighted with Electricity.
The Saloon is under European Supervision.
First Class European ... \$3.00
Second Class European ... \$2.00
First Class Chinese ... \$1.50
Second Class Chinese ... 80
Deck ... 30
Comp. ny's Wharf is at the end of Queen's Street, Prince's West.
For further particulars, apply to
J. LANDOLT, Agent.
The Pharmacy, Queen's Road Central, Hongkong, 15th February, 1904. [42]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, AC. VIA PORTS OF CALL	CHUSAN	Brit. str.	W. B. Palmer	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP	MOYNE	Brit. str.	...	BUTTERFIELD & SWIRE	1st March.
LONDON & ANTWERP, VIA SINGAPORE, &c	SOCOTRA	Brit. str.	C. J. Benton	P. & O. S. N. Co.	About 3rd Mar.
LONDON & ANTWERP	GLENGYLE	Brit. str.	T. Darke	McGREGOR BROS. & GOW	5th March.
LONDON & ANTWERP	AXAN	Brit. str.	...	BUTTERFIELD & SWIRE	15th March.
LONDON & ANTWERP	PAK LING	Brit. str.	...	BUTTERFIELD & SWIRE	25th March.
LONDON & ANTWERP	MACHAN	Brit. str.	...	BUTTERFIELD & SWIRE	12th April.
LONDON & ANTWERP	TELEMACHUS	Brit. str.	...	BUTTERFIELD & SWIRE	28th April.
MARSEILLES, AC. VIA PORTS OF CALL	SEYDLITZ	Ger. str.	R. Guignes	MESSAGERIES MARITIMES	3rd Mar., at 1 p.m.
BREMEN, VIA PORTS OF CALL	SITHONIA	Ger. str.	Hildebrandt	MELCHERS & CO.	3rd Mar., at Noon.
HAYRE, BREMEN & HAMBURG	HAMBURG	Ger. str.	Miltzoff	HAMBURG-AMERIKA LINIE	1st March.
HAYRE & HAMBURG	SAMBIA	Ger. str.	Tanning	HAMBURG-AMERIKA LINIE	17th March.
HAYRE & HAMBURG	ABESSINIA	Ger. str.	Filer	HAMBURG-AMERIKA LINIE	25th March.
HAYRE & HAMBURG	SEVIA	Ger. str.	Borek	HAMBURG-AMERIKA LINIE	5th April.
HAYRE & HAMBURG	ARTEMISIA	Ger. str.	Gronmeyer	HAMBURG-AMERIKA LINIE	19th April.
GENOA, MARSEILLES & LIVERPOOL	GLAUCUS	Brit. str.	...	BUTTERFIELD & SWIRE	3rd May.
NEW YORK, VIA PORTS & SUEZ CANAL	MACDUFF	Brit. str.	...	BUTTERFIELD & SWIRE	15th March.
VANCOUVER, VIA SHANGHAI, &c	ATHENIAN	Brit. str.	...	DODWELL & CO., LD.	About 1st March.
VANCOUVER, VIA SHANGHAI, &c	VICTORIA (B.C.) & TACOMA VIA JAPAN	Brit. str.	J. Truebridge	CANADIAN PACIFIC R. CO.	9th March.
VICTORIA (B.C.) & TACOMA VIA JAPAN	PORTLAND & ASIATIC CO.	Brit. str.	W. E. Craven	DODWELL & CO., LIMITED	16th March.
PORTLAND, OREGON	CHANGSHA	Brit. str.	...	BUTTERFIELD & SWIRE	24th March.
AUSTRALIAN PORTS	SHANTUNG	Brit. str.	...	BUTTERFIELD & SWIRE	3rd March.
KOBE, VIA SHANGHAI, MOJI & KORE	CHILLO	Brit. str.	A. F. Street	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI, MOJI & KORE	TAIWAN	Brit. str.	...	BUTTERFIELD & SWIRE	20th April.
SHANGHAI, MOJI & KORE	NANKIN	Brit. str.	E. E. C. Roberts	P. & O. S. N. Co.	To-day, at 4 p.m.
SHANGHAI, MOJI & KORE	COROMANDEL	Brit. str.	G. M. Montford	P. & O. S. N. Co.	About 27th inst.
SHANGHAI, MOJI & KORE	LYRMOON	Brit. str.	Th. Lehmann	SIEMSEN & CO.	About 29th inst.
SHANGHAI, MOJI & KORE	TAMUL VIA SWATOW & AMOY	Brit. str.	T. Brandt	BUTTERFIELD & SWIRE	1st Mar., at 3 p.m.
SWATOW	M. SREUVE	Brit. str.	R. Rodger	OSAKA SHOSEN KAISHA	3rd Mar., at 4 p.m.
MANILA DIRECT	ZAFIRO	Brit. str.	T. W. Garlick	DOUGLAS LAURENCE & CO.	4th Mar., 10 A.M.
MANILA DIRECT	CHENAN	Brit. str.	R. W. Almond	SHAWAN, TOMES & CO.	To-day, at 1 p.m.
MANILA DIRECT	RELI	Brit. str.	...	BUTTERFIELD & SWIRE	About 1st March.
MANILA DIRECT	SHANGHAI	Brit. str.	...	BUTTERFIELD & SWIRE	2nd Mar., at 4 p.m.
CEBU & LOLO	W. CHANG	Brit. str.	J. G. Ollent	BUTTERFIELD & SWIRE	1st Mar., at 4 p.m.
ILOILO	GREGORY APCAR	Brit. str.	...	DAVID SASSOON & CO., LD.	3rd Mar., at 3 p.m.
SINGAPORE, PENANG & CALCUTTA

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERIAN, GULF, CONTINENTAL, AMERICAN AND SOUTH AMERICAN PORTS.

THE Steamship
"CHUSAN."
Captain W. B. Palmer, R.N.R., carrying His Majesty's Mails, will be despatched for the above ports, etc., on SATURDAY, the 27th FEBRUARY, at Noon, taking passengers and cargo for the above ports.
Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed via Bombay.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 16th February, 1904. [1]

REGULAR STEAMSHIP SERVICE TO NEW YORK
VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE ISLANDS)
PROPOSED SAILINGS FROM HONGKONG, 1903.
"MACDUFF" ... 1st Mar.
"AFRIDI" ... 15th Mar.
For Freight and further information, apply to
DODWELL & CO., LD., Agents.
Hongkong, 23rd February, 1904. [1125]

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.
NOTICE.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DUBOUE, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAYRE, BORDEAUX.
ALSO
PORTS OF BRAZIL AND RIVER PLATE.
ON TUESDAY, the 8th March, 1904, at 1 p.m., the Company's Steamship "AUSTRALIEN," Captain R. Guignes, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via Ports of Call, WITHOUT TRANSSHIPMENT.
This Steamer connects at COLOMBO with the Austral line as "Vila de la Ciotat," bound for MARSEILLE via BOMBAY and ADEN.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon only on Monday, the 7th March. Specie and Parcels received until 4 p.m. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.
For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent.
Hongkong, 27th February, 1904.

HONGKONG-MACAO LINE.
S.S. "WING CHAI."
Captain Samuel Bell Smith.
DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion days, at 8.30 A.M.; from Macao week days at about 2 p.m. and Sundays about 7.30 p.m.
FARE—(week days) 1st Class (including cabin and servants), \$3. Return Ticket \$5.
2nd Class \$1. 3rd Class 50 cents.
On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tip and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.
Wharf at the Western end of Wing Lok Street.
The Steamer runs an Excursion Trip Every Sunday, and takes only 50 hours to reach Macao.
M. S. ON & CO., 2nd Floor, 16, Victoria Street.
Hongkong 8th September, 1903.

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. CO. BOSTON S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.	
* VICTORIA	3,502	J. Truebridge	Wednesday, March	16th
* TREMONT	9,606	T. W. Garlick	Friday, March	25th
* OLYMPIA	2,837	A. Dixon	Wednesday, April	27th

* Not carrying second class passengers.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.
S.S. TREMONT ... 9,606 tons. T. W. Garlick ... About 1st March.
S.S. SHAMWUT ... 9,606 tons. W. M. Smith ... About 30th April.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.
The twin-screw s.s. "SHAMWUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to
DODWELL & CO., LIMITED, GENERAL AGENTS.
QUEEN'S BUILDINGS, Hongkong, 28th January, 1904. [7]

OSAKA SHOSEN KAISHA
REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS LEAVING
TAMUL VIA SWATOW
"M. SREUVE" FRIDAY, 4th March, at 10 A.M.
T. BRANDT
On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.
For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Vaux Road Central.
Hongkong 20th February, 1904. T. ARIMA, Manager [15]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN N.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, ATLANTIC, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION
STEAMERS. SAILING DATES.
1904
SEYDLITZ ... WEDNESDAY ... 2nd March
ROON ... WEDNESDAY ... 16th March
PREUSSEN ... WEDNESDAY ... 30th March
HAMBURG ... WEDNESDAY ... 13th April
PRINZ HEINRICH ... WEDNESDAY ... 27th April
OLDEBURG ... WEDNESDAY ... 11th May
BAYERN ... THURSDAY ... 28th May
SACHSEN ... THURSDAY ... 9th June
ZIETEN ... THURSDAY ... 23rd June
SEYDLITZ ... THURSDAY ... 7th July
* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 2nd day of MARCH, 1904, at Noon, the Steamship "SEYDLITZ," of the Norddeutscher Lloyd, Captain Dewers, with MAILS, PASSENGERS, SPECIE AND CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till Noon on MONDAY, the 29th February. Cargo and Specie will be received on Board until 5 p.m., on TUESDAY, the 1st March. Receipts will be received at the Agency's Office until Noon on TUESDAY, the 1st March. Contents of Packages are required. No Fire Insurance Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardsesses. Linen can be washed on board.
For further Particulars, apply to
MELOCHERS & CO., AGENTS.
Hongkong, 15th February, 1904.

NORDDEUTSCHER LLOYD.
MELOCHERS & CO., AGENTS.
Hongkong, 15th February, 1904.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons. ... WEDNESDAY, 9th Mar.
R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons. ... WEDNESDAY, 30th Mar.
R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons. ... WEDNESDAY, 20th April.
R.M.S. "ATHENIAN" ... 3,882 Tons. ... WEDNESDAY, 27th April.
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons. ... WEDNESDAY, 11th May.
Hongkong to London, 1st Class ... via St. Lawrence 4200 ... via New York 452.
Intermediate on Steamers ... 240 ... 242.
and 1st Class Rail ...

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials, in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent, 9, Queen Street.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON, &c.	{ CHUSAN ... W. B. Palmer, R.N.R. }	Noon, 27th February	See Special Advertisement.
SHANGHAI, MOJI and KOBE	{ NANKIN ... E.E.C. Roberts, R.N.R. }	About 27th February	Freight only.
SHANGHAI	{ COROMANDEL ... G. M. Montford }	About 28th February	Freight and Passage.
LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	{ SOCOTRA ... C. J. Benton, R.N.R. }	About 3rd March	Freight only.
YOKOHAMA, VIA SHANGHAI, MOJI and KOBE	{ MALACCA ... A. F. Street }	About 8th March	Freight and Passage.

For further Particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 26th February, 1904. [1]

HAMBURG-AMERIKA LINIE. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATE.
SITHONIA	{ HAYRE, BREMEN and HAMBURG } (Calling at Singapore and Colombo)	On 1st Mar. Freight.
BAMBERG	{ HAYRE and HAMBURG } (Calling at Singapore and Colombo)	On 17th Mar. Freight.
Capt. Miltzoff	{ HAYRE and HAMBURG } (Calling at Singapore and Penang)	On 25th Mar. Freight.
SAMBIA	{ HAYRE and HAMBURG } (Calling at Singapore and Penang)	On 25th Mar. Freight.
Capt. Luning	{ HAYRE and HAMBURG } (Calling at Singapore and Penang)	On 25th Mar. Freight.
ABESSINIA	{ HAYRE and HAMBURG } (Calling at Singapore and Colombo)	On 5th April. Freight.
Capt. Filer	{ HAYRE and HAMBURG } (Calling at Singapore and Colombo)	On 5th April. Freight.
SUEVIA	{ HAYRE and HAMBURG } (Calling at Singapore and Penang)	On 19th April. Freight.
Capt. Borek	{ HAYRE and HAMBURG } (Calling at Singapore and Penang)	On 19th April. Freight.
ARTEMISIA	{ HAYRE and HAMBURG } (Calling at Singapore and Colombo)	On 3rd May. Freight.
Capt. Gronmeyer	{ HAYRE and HAMBURG } (Calling at Singapore and Colombo)	On 3rd May. Freight.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat., 27th Feb., 1 p.m.
BUBI	2540	R. W. Almond	Manila direct.	Sat., 5th Mar., 10 A.M.
PERLA	1880	A. H. Nottley

For Freight or Passage apply to
SHEWAN, TOMES & CO., GENERAL MANAGERS.
Hongkong, 27th February, 1904. [116]

JAVA-CHINA-JAPAN LINE.

REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA MACASSAR	Second half of March	JAPAN	Second half of March
TJILATJAP	JAPAN	First half of March	SINGAPORE, JAVA	First half of March
TJIMAH	JAVA MACASSAR	Second half of February	JAPAN	Second half of February

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.
For Particulars of Freight and Passage, apply to
THE AGENTS.
THE HOLLAND CHINA TRADING CO.
Telephone No. 201.
Hongkong, 18th February, 1904. [25]

MAILS WILL CLOSE

WENHAIWEI LAND AND BUILDING CO., LD.

The following is the report of directors for presentation at the fifth annual meeting of shareholders, to be held on the 8th March:—

The Directors have now to submit for the information of shareholders the audited general statement of accounts and balance-sheet for the year ending 31st December, 1903.

The four bungalows in Narcissus Bay were occupied during the summer season, but of the eight bungalows in Half Moon Bay, only four were let.

A sum of Tls. 1,200 was expended during the year in painting, general repairs and upkeep of the bungalows, which are now in good order.

The claim for bungalow rents (Tls. 3,470) on account of the summer of 1903 was returned by the Colonial Office without the looked-for result. The whole matter has been again sent home, and a suitable opportunity will shortly be found of laying the case before Parliament.

Leases have already been signed for four bungalows for the coming season.

The company owns 422,937 sq. mow of land, comprised in the following six estates, of which so far only about 43 sq. mow have been utilized, leaving about 381 sq. mow to be developed.

Estate No. 1.—Consists of 108,54 sq. mow on the beach in Narcissus Bay. On it there are four 3-roomed bungalows.

Estate No. 2.—Consists of 64,821 sq. mow in Half Moon Bay. On it there are five 3-roomed and three 4-roomed bungalows.

Estate No. 3.—Consists of 19,045 sq. mow in Narcissus Bay.

Estate No. 4.—Consists of 90,383 sq. mow on the south side of Flagstaff Hill.

Estate No. 5.—Consists of 56,415 sq. mow east of Mahe.

Estate No. 6.—Consists of 83,114 sq. mow east of the Iron Pier.

Directors.—Messrs. A. McLeod and E. Jenner Hogg, on their departure from Shanghai, resigned their seats on the Board, and Messrs. W. A. C. Pitt and P. McGregor Grant were invited to join the Directorate. On his return to Shanghai, Mr. A. McLeod resumed his seat on the Board. Mr. P. F. Lavers retired in rotation, but being eligible for re-election, offers himself accordingly.

Auditor.—Mr. A. R. Leake resigns, but offers himself for re-election.

CHINA OF TO-DAY.

Professor John Fryer, of the University of California, recently delivered a lecture on "China of To-day." Professor Fryer lived in China for twenty-five years.

"China of to-day," said the speaker, is suffering from the reactions of a corrupt and tyrannous ruling dynasty. Where formerly cotton and silk were raised, the fields were given over to cultivation for opium.

The upper classes are steeped in the drug habit. The barbarous practice of foot-binding, by incapacitating women for work, took away a large factor in commercial life. The labouring classes were being taxed to the utmost to supply the needs of a corrupt and inefficient government. But the speaker was strongly optimistic. These evils would wear themselves out with time, and the new reform party, standing for progress, would overthrow the conservative party now in power. Already, any part of China can be reached by telegraph, school and colleges under foreign instructors are being established, internal resources are being developed, and the coal, iron and silk industries are assuming an importance which will in time make them a factor in international commerce.

The remarkable statement was made that "China has solved the secret of national longevity," and that in the course of years, Russia, far from absorbing China, would in turn be absorbed. Time after time, during the twenty-nine dynasties of her existence, China has fallen lower than Babylon, Rome, or Greece, and each time within herself she has found the strength to arise. So it will come to pass again. Nine-tenths of the lower classes are unconcerned with the Russian invasion, the Japanese encroachment, or the Boxer movement. They are industrious, peace-loving people. There is no limit to the adaptability of the Chinese of to-day. He will succeed in anything he undertakes. In Professor Fryer's words, centuries have made him what he is, "The survivor of the fittest."

Justice on the west coast of Africa is sometimes tempered with something else. The story is told of a couple of officials—Brown and Jones—who one night were cycling home from the club without lights, and were pounced upon by a zealous policeman. Summoned before the District Commissioner's Court they found themselves the only persons competent to try the case. So Brown sat upon Jones, and Jones sat upon Brown, and the case was dismissed with a fine of 10s.

A remarkable phenomenon is reported from the Russian rural commune of Schere, in the Government of Tveroff. Inexplicable noises were heard for several days issuing from the earth. The sound varied from something like the booming of cannon to the screeching of steam whistles, and seemed to come from a forest skirting the commune. In this forest, where the terrified peasantry gathered in expectation of some calamity, the earth was seen to heave incessantly. Gradually huge cracks appeared, water was seen, at last the earth seemed gradually to sink, water rose, and there appeared a new lake of considerable extent, which is now being examined by geologists.

Glasgow City Council has decided by 35 votes to 5 to close all public-houses at ten o'clock instead of eleven as formerly.

RUSSIAN FOREIGN POLICY.

The *Aurore* (Paris), publishes, under the title "La Politique Russe," an interview with M. Struve, editor of the *Osvobodnitsa*, the independent organ of the Russian Liberal party, which is published at Stuttgart. M. Struve declares that the foreign policy of Russia in general is disastrous, but that it is in considering her action in the Far East that its dangerous economic and political consequences may be best estimated. He maintains that the desire for a free access to the Pacific Ocean, which has inspired the conquest of Manchuria, is incapable of realisation and in flagrant contradiction with the vital interests of Russia. The enormous expenditure, both of men and money, which has already taken place and will continue to be necessary will prevent the internal development of the country. The hundreds of millions spent on the construction of the Manchurian Railway would have been, says M. Struve, much better employed in the organisation of primary education, in the transformation of secondary education, and in the improvement of Universities in Russia. He points out, moreover, that Russia possesses more illiterate people than any other country, the proportion of illiterates to the rest of the population being about 91 per cent.

But, says M. Struve, this is not all. "What advantage should we derive from the conquest of Manchuria? Would it benefit our commerce? Manchuria is so far distant from the centre of the industrial production of Russia that we should always be incapable of competing with the other States of the Pacific. Even supposing that Russian industry succeeds in producing articles at the same price as Japan and the United States, our rivals still possess the advantage that they are at the doors of the Far East while we are situated at a great distance. In order to provide against the situation Russia will have to abolish the freedom enjoyed by foreign nations, and conflicts will ensue. To-day it is with Japan that she is at variance; tomorrow it will be with the United States or England. If war does not break out we shall be forced to be always on our guard, to construct fortress after fortress, armoured after armoured, and we shall not always be in a position to bear the cost of an Imperialist policy. This, you see, the logic of an absolute Government. It seeks its strength not in the internal progress of the country, but in territorial expansion, to prove to all that it is a strong Government. Obviously the truth will become evident sooner or later, but meanwhile time is gained and—*Après nous le déluge*."

M. Struve then proceeds to give his view as to the foreign policy which Russia ought to pursue. He maintains that the centre of that policy should be not in the Far East, but in Asia Minor, the Near East. There Russia has the advantages which are enjoyed by the United States and Japan elsewhere. The Black Sea, in particular, offers an easy means of transport for Russian goods. If Russian policy in Asia Minor has failed, this is partially explained by the internal condition of Russia itself. Instead of supporting the Armenians and their just demands, the absolutist Russian Government has supported Turkey. Fearing lest a free Armenia should excite too strongly the liberating energy of the Russian Armenians, it has allowed Germany to destroy the effort made on behalf of the Armenian cause. Thus from fear of liberty, the absolutist regime at every step places itself in opposition, says M. Struve, to the economic and vital interests of Russia.

THE INDIAN COTTON INDUSTRY.

The Bombay cotton mill industry is again in extremely depressed condition. Acting in sympathy with the phenomenal rise in value of American cotton, the local staple has reached the highest price it has touched for generations. Although there has been a small rise in the price of yarn, it has by no means corresponded with the increase in the cost of the raw material, and there is no margin for profit at present rates. The position is complicated by the fall in silver and the unsettled situation in the Far East, tending against business with China. Fifteen mills stopped work at the beginning of the year, and another 15 which had bought cotton forward will have to close soon unless there is a break in prices. Weaving mills have not been so hard hit owing to good prices obtained for cloth in India; but, unless there is some fall in the value of the staple, they may have to join the short time movement. This is a very serious matter for Bombay as one-fourth of the population is dependent on the mill industry.—*Madras Mail*.

"THE FAIRY TALES OF SCIENCE."

A French journal has recently informed its readers of a new development of medical science in Germany. According to our contemporary—which may or may not be quite in earnest—a small hospital has been opened in Berlin for the cure of disease by what is described as the all-fours treatment. The founders of this establishment have come to the conclusion that man made a sad mistake when he began to boast that he was a biped. Nature, they say, meant him for a quadruped; the upright position throws a strain upon the abdominal muscles which they were never intended to bear, and the best way of treating diseases of the abdomen is to revert to a state of nature, and to go on all fours.

The patients are, therefore, constrained to adopt the posture of Nebuchadnezzar—though not his herbivorous habit—four times a day, for a period of twenty minutes at a time, and it is claimed that the treatment works wonders, particularly in cases of dyspepsia. The beauty of it is that the patient need not go into a hospital; he can pursue the cure at home, or even in the street. The prospect opened up by that last consideration is distinctly pleasing to the imaginative temperament.—*Daily Graphic*.

THE CHINESE-AMERICAN COMMERCIAL CO.

We take the following from the *San Francisco Examiner*—

The Chinese-American Commercial Company, organised a year and a half ago with a capitalisation of \$1,500,000, under the representations of Ho Yow, formerly Chinese Consul at this port, that he could control a large trade in the Chinese Empire, has decided to retire from business. Ho Yow persuaded a number of capitalists of this city that he could work up a profitable business in China through his own personal standing with prominent people and his knowledge of conditions in his native land. Two months ago, after eighteen months of experience, the company concluded that the enterprise was not the bonanza the stockholders had believed it would be, and it was decided to draw the affairs of the company to a close as quickly as possible. Henry F. Allen, President of the Chinese-American Commercial Company, said last night that the corporation was now rapidly settling its affairs and will in the near future surrender its charter. Among the subscribers were John D. Spreckels, George Greenwood, President of the American District Telegraph Company of San Francisco; P. E. Bowler, President of the American National Bank of San Francisco; Henry F. Allen, of the Olin Sugar Company; and George T. Hawley, President of the Hawley Brothers Hardware Company. Henry F. Allen was elected President of the new corporation, George D. Greenwood, Secretary; George T. Hawley, manager on the Pacific Coast, and Ho Yow manager in the Orient. Then Ho Yow took steamer for China and began to rustle for the trade he had promised. But Ho Yow had not counted on the changes the six years that elapsed while he was away from home had brought about. He found that his influence with the Government was not sufficient to get control of lucrative contracts. More than that, trade conditions had changed, and places where Ho Yow expected good markets for the flour and hardware sent from this country at the best price but poor markets could be found. Chinese bazaar came no cheaper to the corporation than to other corporations. As manager Ho Yow was a failure. Two months ago the stockholders met. While they believed that the trade could be made profitable, yet there was no one among them who could be sent to the Orient as a permanent manager to replace Ho Yow. It was decided to discount all bills and settle the affairs of the company as soon as possible.

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